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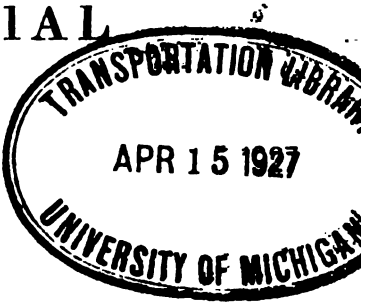

OF THE

CITIZENS OF CINCINNATI,

TO THE

CONGRESS OF THE UNITED STATES,

RELATIVE TO THE NAVIGATION

OF THE

OHIO AND MISSISSIPPI RIVERS.

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WESTERN NAVIGATION.

A meeting of the citizens of Cincinnati, for the purpose of Memorializing Congress on the subject of removing the obstructions from the Western Waters, was held at the Council Chamber on Friday evening, Nov. 4th, 1842.

MICAJAH T. WILLIAMS, ESQ., Chairman,
JOSEPH GRAHAM, Secretary.

On motion of James Hall Esq., the following gentlemen were appointed a Committee to draft a Memorial to Congress:

James Hall, T. J. Halderman, E. S. Haines, Paul Anderson, E. D. Mansfield, J. C. Vaughan, J. G. Woodin, Lewis Whiteman, S. W. Hartshorne, P. Rogers, George Carlisle, Robert Buchanan, Joseph Peirce, Sen., Jedediah Banks, Henry Hayes, M. T. Williams and George Graham.

Resolved, That the same committee be authorized to correspond with any committees that may be appointed at other places in the West, in reference to the improvement of the Ohio and Mississippi rivers, with a view to procure a concert of action among the friends of the measure; and also to correspond with members of Congress and other influential persons, whose co-operation may be desirable or necessary, and that the said Committee be fully authorized to adopt all measures, which, in their opinion, may be expedient, for the promotion of the important object of the meeting.

Resolved, That the said Committee be authorized to call an adjourned meeting of the citizens, for the purpose of reporting said memorial when ready for signatures.

M. T. WILLIAMS, Chairman.
JOSEPH GRAHAM, Secretary.

At a meeting of the citizens of Cincinnati, held 21st December, 1842, LEWIS WHITEMAN, Esq., was appointed Chairman, and HENRY HAYES, Secretary.

Judge HALL, from the Committee appointed on the 4th ult., reported the draft of a Memorial to Congress, on the subject of the Navigation of the Ohio and Mississippi Rivers, whereupon the following resolutions were unanimously adopted:—

Resolved, That the Memorial just read be adopted; that it be signed by the Committee which reported it, printed, and transmitted to Congress through our immediate Representatives in that body.

Resolved, That copies of the Memorial be transmitted to the several State Legislatures now in session, by the same Committee, with a view to procure the sanction of those bodies to the views expressed therein.

LEWIS WHITEMAN, Chairman.

HENRY HAYES, Secretary.

To the Senate and House of Representatives of the United States, in Congress assembled, the Memorial of the people of Cincinnati, in the state of Ohio, represents as follows:

Your Memorialists, in common with all the inhabitants of the Western and South Western States are deeply interested in the trade and navigation of the Ohio and Mississippi Rivers. Inhabiting a country of great magnitude, and unsurpassed fertility, rich in all the products of nature, and of unbounded resources, our commerce already great, is daily swelling in value and importance. The plain of the Mississippi extending from the 29th to the 47th degree of North Latitude, embraces not only all the productions of the temperate zone, but many of those of the frigid regions of the North, and of the sunny climate of the tropic; so that those who inhabit the shores of this gigantic River and its tributaries, carry on already an interchange of domestic products and manufactures, which in itself constitutes a most extensive traffic, and includes a great variety of the staples of commerce. But when to this is added all that we export to foreign markets, and import for home consumption, the variety and value of this immense internal trade, will be found to assume an importance which should recommend it to the serious attention of the American people, and the National government.

In estimating the importance of the Navigation of the Ohio and Mississippi Rivers, it is necessary to invite attention to a few prominent facts, which we shall collect from the most authentic sources. The region drained by those rivers and their tributaries, extends from the 29th to the 47th degree of North Latitude, and from the Allegheny to the Rocky Mountains; and the portion of that territory already inhabited, and organized under civil government, may be stated, with suffi-

whole Union, having its connections with the Ocean through Boston, New York, Philadelphia, Baltimore and New Orleans, and extending its advantages westwardly, throughout the wilderness, to the extreme frontier.

The length of the rivers which we propose to have improved at the National charge, is worthy of consideration. Without burthening this Memorial with unnecessary details, upon a subject of general notoriety, we may state in round numbers, that the length of the Ohio, from Pittsburgh to its mouth is 1000 miles, and that the length of the Mississippi from the Falls of St. Anthony to the Ocean is 2000 miles, giving an extent of 3000 miles for the principal rivers, the improvement of which we ask, by the general government. But in showing the National character of this navigation, and its importance in comparison with that of the Ocean, we add for the navigable length of the Missouri 3000 miles, and for the aggregate navigable extent of all the tributaries which pour their freights into these principal rivers 6000 miles more, making the whole extent of navigation 12,000 miles. The policy which would consider a connected chain of navigation of 12,000 miles in extent, and spread over an area of 432,000 square miles, of unexampled fertility and boundless resources, as of local or sectional interest, must be narrow indeed. But if we are to consider the extent of this navigation, in competition with the line of the sea coast of the United States, for the purpose of vindicating our claim to a proportionate share of the protection of the Government, it will be necessary to double its length, as our navigation has a double coast, and we have 24,000 miles of river shore, inhabited by American citizens, who are as much interested in the trade of these rivers, as any portion of the American public in that of the Atlantic.

The number of steamboats employed at this time in navigating the Mississippi and its tributaries, is 450. The average burthen of these boats is 200 tons each, making an aggregate of 90,000 tons, and their aggregate value at $80 per ton, is $7,200,000. Many of these are fine vessels, affording the most elegant accommodations for passengers, and which will compare favorably, in beauty of model, completeness of finish,

and all other particulars, with the best packets in any part of the world.

The number of persons engaged in navigating our steamboats, varies from twenty to fifty for each boat. The average is about thirty-five persons, which will give a total of 15,750 persons embarked in this navigation.

It appears from the Reports of the Louisville and Portland Canal, that more than 700 Flatboats have passed that canal in one year. At this rate there cannot be less than 4,000 descending the Mississippi, and allowing five men to each boat, there are 20,000 persons engaged in this branch of the navigation. The cost of these boats is $420,000, which, as they do not return, is an annual expense, and the expense of loading, navigating and unloading them is $960,000, making the whole annual expenditure upon this class of boats $1,380,000.

In 1834, the number of steamboats in existence, on the Western Waters was 230, and they were estimated to carry 39,000 tons. The expense of running them was put down as follows:—

60 boats, over 200 tons, 180 running days, at $140 per day,	$1,512,000
70 boats, from 120 to 200 tons, 240 running days, at $90 per day,	1,512,000
100 boats, under 120 tons, 270 running days, at $60 per day,	1,620,000
Total yearly expense,	$4,645,000

This calculation, applied to the present number of boats, would result as follows:—

110 boats, over 200 tons, 180 running days, at $140 per day,	$2,772,000
140 boats, from 120 to 200 tons, 240 running days, at $90 per day,	3,024,000
200 boats, under 120 tons, 280 running days, at $60 per day,	3,240,000
Total,	$9,036,000

This sum may be reduced to the different items producing it, in the following proportions:

For Wages, 36 per cent., equal to	$3,252,960
For Wood, 30 per cent., equal to	2,710,800
For Provisions, 18 per cent., equal to	1,626,480
For Contingencies, 16 per cent., equal to	1,445,760
Total,	$9,036,000
To this is to be added, for Insurance, 15 per cent., or $7,200,000,	$1,080,000
Tolls of the Louisville and Portland Canal,	250,000
Interest on the investment of $7,200,00, at 6 per ct.	432,000
Wear and tear of the boats, 20 per cent.,	1,440,000
Total,	$12,238,000
Add for the Flatboats, as above,	1,380,000
Total annual cost of transportation,	$13,618,000

The rapid increase of this commerce may be seen from the following facts:—

Previous to the adoption of the steamboat navigation, say in 1817, the whole commerce, from New Orleans to the upper country, was carried in about twenty barges, carrying 100 tons each, and making but one trip per year. The number of keel-boats employed on the Upper Ohio, could not have exceeded 150, carrying 30 tons each, and making the trip from Pittsburgh to Louisville and back in two months, or about three voyages in the season. The tonnage of all the boats ascending the Ohio and Lower Mississippi, was then about 6,500 tons.

In 1834, the number of steamboats was 230, and the tonnage equal to about 39,000 tons; and in 1842, the number of boats is 450, and their burthen 90,000 tons.

In 1832, it was calculated that the whole number of persons deriving subsistence from this navigation, including the crews of steam and flatboats, mechanics and laborers employed in building and repairing boats, wood cutters, and persons employed in furnishing, supplying, loading and unloading these boats, was 90,000. As the number of boats has doubled since that time, the number of people directly engaged in and abou

this navigation is not less than 180,000; but who shall place a limit to the numbers who are beneficially interested, in a business which distributes its millions of dollars for wood, its millions for wages, its millions for provisions, its millions for machinery and the labor of mechanics, and which transports a commerce whose value can only be computed by hundreds of millions?

In estimating the value of the property floating upon the Ohio and Mississippi, at one time, or within any given period, much must be left to conjecture, as under our happy form of government no portion of it is subject to entry at a custom-house, or liable to any official registry, which would place on record the accurate statistics of this commerce. But we are not left entirely without data, from which to form an estimate approximating the true amount. We know that this trade is carried on by means of 450 steamboats, of 90,000 tons burthen, some of which, as the larger boats running to New Orleans, from the more distant ports, make from eight to fifteen trips per year; the boats carrying the vast trade from Pittsburgh, Cincinnati, and Louisville, to and from St. Louis, make thirty trips, while a great number of boats ply between less distant points, and make their trips more frequently. If, however, we suppose that the average number of trips is twenty, our whole number of boats have the capacity to carry 1,800,000 tons per annum. To this would be added the freights of 4,000 flatboats, carrying, at an average of 75 tons each, 300,000 tons, and bringing the whole annual tonnage to more than Two Millions, if the steamboats always carried full cargoes, which, however, is far from being the case. But the fact that our boats are capable of carrying that amount of freights, and that they find sufficient business to keep them employed, forms an important link in the series of facts, from which we form our estimate.

The actual amount of imports into New Orleans, by the descending trade of the Mississippi, is another important element in this calculation. This we obtain from a list published annually in that city, and obtained from the daily reports of the Wharf Masters, of the packages and merchandize actually landed. Taking the year from September 1, 1841, to

August 31, 1842, estimating the supposed contents of the packages of which the contents are not actually stated or known, and affixing the present reduced prices, we find that the imports, as stated in this list, amount to $35,764,477 36. We annex this list, in order that the accuracy of our calculation may be tested.

This list, it will be perceived, includes only the more important articles of commerce; but those which are not embraced in it, would amount to a very considerable annual sum. It does not include live stock; yet horses, cattle, sheep and hogs are shipped to New Orleans in immense numbers; and the amount of poultry,* eggs, vegetables, and other provisions, carried to that market, from the most distant parts of the Mississippi Valley, is great beyond the belief of those not conversant with the facts. New Orleans, it will be recollected, is situated in a Southern climate, and in a planting country, where but a scanty supply of food is raised for home consumption, and it is a seaport at which the number of vessels congregated at the business season, is greater perhaps than at any port in the Union, to say nothing of the large number of steamboats, and other river craft; and the supplies of provisions for that city, and for the shipping and boats lying there, are floated down the Mississippi. A variety of manufactured articles also, such as machinery, furniture, and many fabrics of iron, tin, copper, wood and leather, are not included in the list referred to. Cincinnati alone manufactures sugar mills for the southern market, to the amount of $200,000 per annum, a considerable portion of which are shipped to New Orleans. Nor does that list include any merchandize or produce which is landed without the limits of the Municipalities, which would include the cargoes of many steamboats, and a still larger portion of the lading of flatboats. Neither does it include shipments of specie, nor the money carried in various forms on board of steamboats. We arrive then at the conclusion, that the whole annual value of the arrivals at New Orleans by the river, from descending boats, is not less

*It is a fact that one individual at Cincinnati has negociated drafts through the Banks to the annual amount of from $20,000 to $25,000, for the proceeds of *eggs* shipped from that place to New Orleans.

than fifty millions of dollars. After making this estimate, we were gratified to learn from an authentic source, that an intelligent committee of gentlemen at New Orleans, making an estimate recently, from the same data, arrived at the same conclusion.

To this is to be added the trade to that part of the Mississippi, called "the Coast," The shores of the Mississippi, on both sides, from the mouth of the Ohio downwards, receive supplies of live stock, provisions, machinery, farming implements, cabinet ware, tin ware, saddlery, and a great variety of fabrics, from the more northern States. The population thus supplied, is not less than one million of souls, who receive all the luxuries, and most of the necessaries of life, by way of these rivers.

A still more important addition, is the trade which passes from town to town, and from State to State, throughout the West, and which is independent of what are termed exports or imports. It is difficult to form any adequate idea of this trade, but we who see it going forward, and witness the gigantic means required to keep it in operation, know that it forms a large item in the estimate of our trade and industry. The population of the Western plain was nearly seven millions at the enumeration made in 1839 and '40, for the Census of 1840, and the trade to which we now allude, is that of an enterprising people, whose numbers may now be assumed as fully seven millions, scattered over a continuous but vast region, embracing a great diversity of soil, climate and products, and affording the materials and facilities for an almost unlimited interchange of commodities. The furs and lead of the Northern portion, the iron of Pennsylvania, Ohio, Kentucky, and Tennessee, the grain, the salted provisions and live stock of the Middle region, and the sugar, cotton, and tobacco of the South, would alone furnish the elements of a vast internal commerce.

The manufactured articles consumed in the West, are now made, to a great extent, within our limits, and transported to every part of our country, and of course the raw materials which are employed in these fabrics, enter largely into our freights. At Cincinnati alone, by an accurate enumeration

made for the year 1841, it appears that there were 10,647 workmen engaged in mechanical and manufacturing employments, and that the annual value of their products was..... $17,432,670

And the amount of provisions, in addition to those included in the above estimate, passing through our city from the interior, was computed at..... 6,000,000

Making,..... $22,432,670

After deducting the consumption of city, and the articles which are shipped to New Orleans, there will remain something over $10,000,000 of manufactured articles which are transported to various markets within the Western States, and nearly all of which float on our rivers.

The manufactures of Pittsburgh, do not vary greatly in amount from those of Cincinnati, but in the $17,000,000 set down for Cincinnati, are included five millions of provisions and other articles which find a market at New Orleans, and which are included in the estimate of the imports to that city, while the labor and capital of Pittsburgh are more largely invested in fabrics of iron, glass, &c., which are distributed widely throughout the west. The shipments, therefore, from both places, to other parts of the West, may be safely stated at twenty-five millions. Louisville and New Albany would furnish five millions more to this head; and if three points on the Ohio furnish thirty millions of articles to the trade within the Western States, it cannot be an unreasonable calculation to allow, for the raw materials imported into those places, and for the whole of this branch of trade carried on between all other places in the West, including St. Louis, forty millions more, making for the whole of this interior interchange of commodities an aggregate of seventy millions of dollars, which added to the fifty millions exported through N. Orleans, would give a grand total of one hundred and twenty millions, for the annual amount of the productions of the Western States, which are freighted upon the Ohio and Mississippi. This calculation we find corroborated by that of an intelligent committee at St. Louis, which is the more satisfactory, as the vastness of the commerce centreing at that point, and th

great extent of country through which the operations of her enterprising citizens are carried, affords them the best data from which to form a deliberate opinion.

To the above amount is to be added the value of the imports of Foreign Goods, which are floated to their places of destination upon the same waters. And here it may be stated with sufficient accuracy for the present purpose, that if our exports to New Orleans amount to fifty millions of dollars, our returns from the same point will equal that sum, while the imports from the eastern cities, by the way of Wheeling, Pittsburgh, and the lakes, embracing a large proportion of all the European goods used in the West, will amount to an additional sum of fifty millions per annum, making in all one hundred millions of imports.

In making these estimates, we feel satisfied, that if the statistics of our trade could be ascertained, they would greatly exceed our estimate, and that we may safely assume the aggregate value of the property floating on our great rivers, to be two hundred and twenty millions per annum.

The imports into the United States from Foreign Nations, for the year 1841, was $127,916,177 and the exports $121,851,803, and when it is recollected that in estimating our interior trade we have based some of our heaviest items upon data collected three years ago, that all our values are calculated at prices greatly reduced, and that our whole country, with its trade and production, are in a state of rapid progression, it will be readily seen that this interior commerce is fully equal to our commerce with foreign nations, that its character is equally National, and its protection equally essential to the common benefit and advantage of all the States.

It is also true, that of the foreign goods imported into the United States, the West is the most important consumer, and that besides our direct contribution to the National revenue in the cash paid for lands, we pay a large proportion of the imports on foreign merchandize; and that we furnish a larger proportion of the public revenue than any other part of the Union, while the proportion of the National expenditures made among us has been comparatively trifling.

We do not make this comparison invidiously, but in vindication of our just rights. We have seen the treasures of the American people lavished in bountiful appropriations, for surveys and defences of the coast, for the improvement of the harbors, for the erection of light-houses, for the building of custom-houses, for astronomical observations, and various other purposes, in aid of the Navigation and Commerce of the Ocean, not only without regret, but with a willingness to contribute freely to whatever may conduce to the general prosperity. But while sustaining our just proportion of the expenditures for commercial purposes, upon one boundary of the Union, and for the benefit of one branch of the National wealth and enterprise, we claim the appropriation of a like proportion of the public treasure, for the protection of another branch of commerce, equally National, and alike important. We claim it as the equitable right of a numerous population, who have built up a great internal empire by their own wealth and labors, with little aid from the common purse, who defended it during the perils of the war with their blood, and are daily enlarging its boundaries and resources by their industry, their patriotism, and their public spirit. We urge it, as the true policy of a wise people, in reference to their own future prosperity. The West is the centre of the Union, the citadel of its power, the great living fountain, whose boundless resources are destined to sustain and enrich the Nation. Here will soon exist the millions who will govern our vast Republic, and the treasures resulting from the labors of an energetic people, which must circulate through every channel of commerce and industry, to the remotest boundaries of our dominion, and to every land to which the American flag shall find access; and here should the Nation lay broad and strong the foundations of its future greatness.

If the Western rivers are thus important to the American people, in reference to the facilities afforded to them in their commerce and private concerns, as individuals, it is not less so to them in their political capacity. Of the amount of population which we have set down as inhabiting the countries watered by these rivers, 4,053,731 are inhabitants of the States containing the public domain, and in which the Nation is di-

rectly interested as the owner of the soil. How many of those inhabitants would now be settled upon lands purchased of the government, had not the country been made accessible by the application of Steam? The reply is obvious. Of all the elements of the prosperity of the West—of all the causes of its rapid increase in population, its growth in wealth, resources, and improvement, its immense commerce, and gigantic energies, the most efficient has been the navigation by steam. Had it not been for the widely diffused facilities for commerce, afforded by the Mississippi and its numerous tributaries, ages would have rolled away before the great wilderness of the West would have been penetrated by the foot of industry; and had not the noble conception of Fulton, carried out by the skill of the American Mechanic, and the energy of the Western people, brought the steamboat into successful operation, the productions of these rich plains must have continued to be floated laboriously to market by the insufficient means of the barge, the keel, and the flatboat, while our imports would have come to us burthened with a cost of freightage which would have limited the amount to an inconsiderable traffic; and the commerce of the Nation, with its resources derived from imports, would have been perpetually depressed. The sales of public land would have been comparatively small, and the millions which have enriched the public treasury from this source, would not have existed, as a branch of the National income. Without the navigation by steam, it is not probable that the proceeds from this source, would have exceeded the cost of the purchase and sale of the public lands, with the contingent expenses of protecting, surveying, and bringing them into market. The government is still the largest proprietor of the soil of the Western States, and is the party most largely concerned in interest, in every improvement which developes the resources, stimulates the industry, or enhances the value of land in this region. Can it be doubted that an improvement in the navigation of our rivers, which would disarm it of its dangers, and decrease its expenses, would not produce those beneficent effects, or that the government would not be the greatest gainer from an expenditure which would increase her revenue from Foreign

imports, enhance the value of the public domain, and enlarge the Federal population?

The amount of the lands owned by the government, within the States and Territories, exceeds 300,000,000 of acres, and that owned west of the Mississippi and Arkansas, exceeds 750,000,000. One thousand millions of acres constitute the vast domain, penetrated and intersected by our great rivers, rendered accessible by our 450 steamboats, and made valuable by the industry of our seven millions of inhabitants.

The value of the public lands sold, and paid for, in the eight years, from 1834 to 1841, inclusive, was $73,832,008 47, and deducting the sales in Michigan, Alabama, and Florida, which do not lie in contact with the waters proposed to be improved, the amount of sales in the States directly interested is $55,940,569 09. Nearly fifty-six millions of dollars then, have been drawn from these States within eight years, a portion of which has gone to the support of the General Government, and the remainder distributed *pro rata* among all the States of the Union. If the western people pay annually to the Nation a revenue of seven millions of dollars, for the purchase of the lands they occupy, what proportion of that sum should be appropriated by the government, in its capacity of *a land owner* only, for the keeping up the highways which render those lands accessible, and give them the greater part of their value? And what proportion should it appropriate as the proprietor of the countless millions of acres yet unsold, the value of which is daily enhanced, and indeed their entire marketable value almost wholly created by the industry of the western people? If we should succeed in demonstrating the necessity of improving this navigation, or the expediency of the measure as a question of interest, can there be a doubt, that the Government, as the largest proprietor of the soil, should bear her just proportion of the expense?

But the Nation has another important interest in this improvement. The Report of the Postmaster General, dated December 2, 1841, shows that the mail is transported within the Western States, by railroad and by steamboat, 587,309 miles, of which the portion carried by railroad is not specified but is too inconsiderable to be worthy of deduction. Lar

as this number of miles may seem, it is small compared with the extent to which the transportations of the mails by water, might be carried, if our navigable rivers were so improved as to afford water for the passage of boats uninterruptedly during the dry season. The rapidity, safety, and cheapness of this mode of transportation, recommend it so strongly, as to leave little doubt of its adoption, wherever the navigation is such as to render it practicable; nor can there be a rational question, in our opinion, as to the duty of Congress, in reference to the improvement of those great arterial highways, through which the mails must flow, under any complete and thorougly efficient administration of the Post-office Department.

Nor is this the only department of the government, which is interested. A line of military posts extending along the whole western frontier, from the southern to the northern limits of the United States, derive all their supplies of ordnance small arms, military stores and provisions, by means of these rivers, which also afford the facilities for the transportation of troops. In the eager competition among the numerous places in the West, whose citizens are applicants for the site of the proposed Western Armory, the relative accessibility of these points by the larger navigable rivers, is dwelt upon as a prominent topic, showing distinctly the sense of the community, on this subject. We have not the data at hand, to show the amount of property, and the number of lives, annually embarked in this navigation, by our government, but there is no question that the stake is large, and the cost of transportation great; for although provisions, and some other articles, are delivered by the contractors, at their own risk, at the places of consumption, the cost and risk of transportation, form parts of the prices, and are actually paid by the government.

In case of a war, by which our coasts or borders should be assailed in any direction, the importance of this navigation, to the public, would be vastly increased. If the coasting trade should be rendered unsafe, a large amount of the commerce between the states which now floats upon the Atlantic, would necessarily be thrown upon the interior channels of communication, and would pass along our great rivers, which would become, if such is not now their character, the great central

highways of the Nation. As the rivers in question, occupy a central position, in reference to the whole Union, and are now connected with all its extremities, either by their own tributaries, or the noble works constructed by the States, they would become the principal ways by which troops and maritions of war, would be transported to the points of danger; and not only the safety of the navigation, but the completeness and celerity of the access from point to point, would become imminently important to the Nation. During the last war, New Orleans was defended in part by gallant volunteers, from the interior, and that city would have fallen but for the timely arrival of arms from Pittsburgh. And in any future war, the Western plain must be the centre and main body, upon which the Nation must rely for support, and from which men, and arms, and provisions, must be drawn, to sustain either extremity of the Union which may be threatened from abroad.

But even now, the Mississippi is the great arterial highway for the transit of passengers between the extreme points of the Union. At this time the actual cost of a passage from Philadelphia to New Orleans, upon the mail route, by the railways and roads along the Atlantic sea board, is, for a single passenger $94, while the expenses of a single passenger, between the same places, by the route of the western rivers is but $45. If the great western route, impeded as it now is, by obstructions in the navigation, burthened with tolls, and taxed by exorbitant rates of insurance, is the cheapest channel of intercourse, between the north and south, by more than one half, can it be doubted that it will become the chief thoroughfare when it shall have received the improvements of which it is succeptible? Setting aside then, the safety, and advantage of the greater portion of the American people, which we think the government ought not to disregard, these rivers claim the attention of the National Legislature, as affording the most important link in the chain of post routes, and the most useful military highway within the bounds of the Union.

The importance of this navigation, and of its improvement, has not been overlooked by the States, which are most immediately interested. On the 27th January, 1817, a resolution was passed by the Legislature of Ohio, imitating the co-operati-

of Virginia, Pennsylvania, Kentucky and Indiana, in measures for the improvement of the Ohio river. The invitation was promptly responded to by Virginia, Pennsylvania, and Kentucky, and in 1819 a thorough examination of that river was made by Gen. Blackburn of Virginia, Gen. John Adair of Kentucky, Gen. E. W. Tupper of Ohio and Walter Lowrie Esq., of Pennsylvania, who made a joint report to their respective Legislatures, under date of November 2, 1819, accompanied by elaborate drafts and plots. It is believed that the several western states, have caused surveys to be made of many of the rivers within their boundaries; Ohio has improved the Muskingum, and Kentucky is now engaged in making slack water navigation upon Green river, Kentucky river, and Licking; Indiana and Illinois contemplated the improvement of the Wabash, and caused surveys to be made for that purpose; and the attention of the General Government has been urgently called to the Upper and Lower Rapids of the Mississippi.

If it be asked, why the improvements of the Ohio and Mississippi, has not been undertaken by the States; whose borders are washed by these streams, it might be inquired in return why a few States, of which these rivers form the boundaries, should assume a work of such magnitude, and of so obviously a national character. As well might the States on the sea board, be required to erect light houses, and to improve the harbours of the seacoast, as the western States be left to open the navigation of those great rivers, which separate States, that are declared by the supreme law of the Union to be public highways for all the States, and upon which no single State nor combination of States, can place an obstruction, or collect a toll. Being public highways for all the States, and not lying within the territory or civil jurisdiction of any one member of the confederacy, the navigaton belongs to the whole American people, and is a proper subject of National Legislature.

But there are obvious difficulties in the way of any joint or several action by the States, in relation to this work. If undertaken by the States singly, it would be difficult to assign the limits within which the labor of each should be expended, if by all jointly, the diversity of population, wealth, and interest, would embarrass and probably defeat any attempt to appor-

tion the expenditure. Popular opinion would vary as to the time, the manner, and the magnitude of the disbursement: and while all the States would be equally able or willing, or that the unanimous action of their Legislative bodies could be obtained.

The financial resources of the western States are limited, and have already been taxed to the full extent of their ability. Populating with unexampled rapidity, and spread over a vast surface, their unavoidable expenses have been great, and their exigences suddenly created. In older communities public improvements have grown up imperceptibly with the increase of population, wealth, and refinement; but here, an energetic and civilized population, accumulating rapidly in a wilderness, were obliged to create the institutions, the public works, the facilities for intercourse and civil government, to which they had been accustomed. Within fifty years we have created and reared up, civil institutions and monuments of public spirit and social enterprise, which in other countries have been the work of centuries. We have organised cities, counties and States; we have made roads, canals, and railways; we have built court houses, jails, schools, and churches; we have covered a wilderness with productive farms, and flourishing villages. All this has been done by a people, who brought little wealth into the country, from the products of a virgin soil, and the labours of an enterprising population. The State of Ohio and its citizens have nearly completed 765 miles of canal, and artificial slack water navigation, at a cost when all the payments shall have been made, 9½ millions of dollars, and 667 miles of turnpike road, at a cost of 4 millions of dollars, besides about 50 miles of railroad. The expenditures of Kentucky upon turnpike roads, and slack water navigation, have been very large; while Indiana and Illinois have expended millions of dollars in attempts and preparations to extend great systems of artificial communication throughout their widely spread territories.

And we respectfully suggest further, that it is essential to a successful prosecution of this great work, that it shall be carried on, not only with the treasure of the Nation, but under the direct supervision of government officers. The magnitude o'

the undertaking, and the wide extent of territory through which it must be conducted, requires that there should be unity in the plan, skill in the execution, and rigid economy in the expenditures, to give it the full efficiency of which it is susceptible. The government has the command, in its able corps of Engineers, of all the talent, experience, and scientific knowledge, requisite for the work, together with the possession of able reports and estimates, already made, in relation it is believed, to every branch of the desired improvements; and in the known fidelity and efficiency of these officers, the public would have a pledge that the expenditures would be made under a well matured system, and with reference to public utility, instead of being prostituted to sectional partialities, or private speculations.

The obstructions in these rivers consist of rocks, bars, and sunken logs or snags. There are a few points on the Ohio river, where rapids are created by ledges of rock; the most important of these are at Captina and Buffington's Island, and Le Tart's Falls, the Falls of Ohio, and the Grand Chain; and there are points where the navigation is not safe for as much water as is contained in the channel, in consequence of the existence of projecting rocks. The removal of rocks, and the improvement of all the rapids, except the Falls of Ohio, could be easily accomplished. With regard to these rapids, and to the whole subject of the obstacles in the upper portion of the Ohio, we beg leave to refer to an able report made in 1835, by Lieut. G. Dutton, of the U. S. Engineers, which will be found on file in the War Department.

The most important obstruction in the navigation of the western rivers, occurs at the Falls of Ohio, which is too well known to require description. A fall of 25 feet in two miles, caused by a ledge of rock extending across the river, renders this obstacle impassable for steamboats, except during the high floods which occur usually in the spring, and continue for a few days only at a time. These rapids were formerly avoided by a laborious and expensive portage, extending from Louisville to Shippingsport, a distance of 2¼ miles; but they are now passed by means of a canal. This work which was intended as a facility to our commerce, and a benefit to the whole

people of the West, has signally failed in acomplishing the purpose for which it was constructed; and as the government of the United States, with the benificent view of patronising a work of public utility, became a partner in this canal, it cannot be thought invidious to call the attention of Congress to its deficiences. The objections to this work are:

1. The contracted size of the locks, which do not admit the passage of the largest class of boats.

2. The insufficiency of the construction of the canal, which, being deficient in width and depth, causes great delay, and often serious injury, to passing boats.

3. The enormous and unreasonable tax levied in tolls.

With regard to the first objection, we remark, that the Louisville and Portland Canal was intended to be a National work, and stands connected with the commerce of the whole West. During the greater part of the year it affords the only outlet for the productions of the larger portion of the Ohio Valley, and the only channel of ingress for the valuable imports of the same region. Such a work should have been constructed upon the most liberal scale, and its benefits have been extended to every class of the community. This is unfortunately not its character. After many years experience, in the navigation of our rivers by steamboats, it has been ascertained that boats of a great length are those of the greatest speed, and best suited to the navigation of our rivers and the character of our trade. But the length which has been found most convenient, is greater than the dimensions of the locks of this canal; and thus the boats which are best adapted to the trade between Pittsburgh, Cincinnati, and other ports on the upper Ohio, and St. Louis or New Orleans, are excluded from that commerce, and a smaller class of boats, which are much less profitable, are exclusively employed.

The second objection is one of not less forcible application to a work of this magnitude. The width of this canal is such, that steamboats cannot pass each other, within it, nor can a loaded boat work her way through but by a protracted and laborious operation. As two boats passing in opposite directions cannot enter the canal at the same time, the delays er countered here are very great, and add materially to t

heavy tax paid more directly in the form of toll, while the scanty dimensions of the channel both in width and depth, exposes boats to the continual danger of injury. If there were no other objections, therefore, to this canal, it is insufficient in point of size, and does not afford the facilities required for the trade at this time, and must become every year more objectionable in this respect, in consequence of the rapid increase of our trade.

But the third objection, is that which is complained of as the most grievous, and which demands the prompt interposition of Congress. In presenting this important subject to the serious consideration of Congress and the public, we shall proceed to shew the amount of commerce which passes through this canal—the amount of tolls received by the company—the usurious interest in which the government participates as a stockholder—and the unjust burthen imposed on the owners of vessels navigating the Ohio river.

The following table, taken from the reports of the Company, shows the number of vessels which passed the canal, and the receipts of toll, from 1831 to 1839, inclusive:

Years.	Steamboats.	Flat & Keel Boats	Tonnage.	Amount Received
1831	406	421	76,323	$12,750 77
1832	453	179	70,109	25,756 12
1833	875	710	169,885	60,736 92
1834	938	623	162,000	61,848 17
1835	1,256	355	200,413	80,165 24
1836	1,182	260	182,220	88,343 23
1837	1,501	165	242,374	145,424 69
1838	1,058	438	201,750	121,107 16
1839	1,666	578	300,406	180,364 01
Tot'l	9,335	3,729	1,605,680	$776,496 31

Total number of passages made by 308 steamboats and 578 flat and keel boats, in the year 1839, amount to 2,244.

At the same average rate of increase, in the commerce of the river, we may set down the report of the year 1842, which will close on the last day of December, as follows:

1842—steamboats, 2,500, keel and flat boats, 650. Tonnage, 550,000; $250,000 tolls. This last item put down for tolls cannot be reported in tolls to that amount, as the charter

of the Company forbids a dividend over 18 per cent. on the capital; but this may be avoided by charging the surplus to repairs of canal, or contingent funds.

The following statement shows the amount of stock standing in the name of the United States. How it has been acquired, and the dividends on the same up to 1840:

The Secretary of the Treasury subscribed—

July 3, 1826, under the act of that year, for 1,000 shares of stock,..... $100,000

May 6, 1829, the remaining shares were taken, being 1,335..... 135,000

June 3, 1833, a dividend was made in stock for the amount received in tolls up to that time, and interest on the money expended up to the time of opening the canal; the proportion of the United States, on the above stock, was 567 shares, amounting to..... 56,700

Owned by the United States, 2,902 shares,..... $290,200

The dividends paid on the same have been as follows:

No. 1.	Jan'y 6, 1834, on	2,335	shares, at	6	per cent, $14,010
" 2.	July 7, 1834, on	2,902	"	3	" 8,706
" 3.	Jan'y 5, 1835,	"	"	3	" 8,706
" 4.	July 3, 1835,	"	"	4	" 11,608
" 5.	Jan'y 4, 1836,	"	"	4	" 11,608
" 6.	July 15, 1836,	"	"	4	" 11,608
" 7.	Jan'y 2, 1837,	"	"	4	" 11,608
" 8.	July 3, 1837,	"	"	6	" 17,412
" 9.	Jan'y 1, 1838,	"	"	7	" 20,314
" 10.	July 2, 1838,	"	"	0	" 17,412
" 11.	Jan'y 7, 1839,	"	"	5	" 14,510
" 12.	July 1, 1839,	"	"	9	" 26,118
" 13.	Jan'y 7, 1840,	"	"	8	" 23,216

Amount paid in dividends,..... $196,836

Amount paid by the United States,..... 235,500

Balance unpaid in 1840,..... $36,66

[See page seven.]

Supposed dividends paid to the United States, of which we have not the official reports, would average as follows:—

Six months,	July,	1840,	dividend	No.	14	say,	$23,216
"	"	Jan., 1841,	"	"	15	"	23,216
"	"	July, 1841,	"	"	16	"	23,216
"	"	Jan., 1842,	"	"	17	"	23,216
							$92,864
Surplus unpaid in 1840,							36,664
Leaving a balance of							$56,200

over all the payments of stock by the United States; in addition to which we may suppose that there is also in the hands of the Company a large amount put down to a contingent fund, which may be hereafter divided by a creation of new stock.

The following report of the Canal Company, for the year 1839, will show the expenses of the year and the total receipts, also the amount paid for repairs:—

REPORT OF STOCKHOLDERS—FOR 1839:

Debtor.

To balance per last report		$50,193 59
Received for canal tolls in 1839,		180,364 01
For rents and incidental receipts,		1,004 98
		$231,562 58

Credit.

By dividend No. 11, paid Jan., 1839,	$49,915 10	
Part " " 10, " July, 1839,	88,047 00	
On account of superintendance and labor,	7,570 43	
Repairs and alterations,	6,288 53	
Lighting and watching,	857 17	
Incidental expenses, law charges, &c.	2,256 13	
Charges of repairs, tax, &c.	17,904 94	
Balance in the treasury,	60,723 38	
		$231,562 58

Thus it will appear that there was the sum of $60,723 38 on hand in 1839, after declaring a dividend of 18 per cent. to

the stockholders—in addition to this the sum of $17,904 94, expended on the canal, is also convertible into stock—making a profit in that year of $78,628 32 over the lawful dividend.

These statements are collected from the reports of the Canal Company, and in our mode of presenting them, we are not aware of any unfairness, by which the profits of the stockholders are exaggerated. Should there be any misapprehension on our part, the error can be easily corrected, by means of official documents within the reach of Congress. With regard to the burthen imposed on the public, there can be no mistake; and to show this we state the following conclusive fact:—A steamer owned at Cincinnati, and engaged in plying regularly between this city and St. Louis, is obliged to pass through this canal. The boat being of 300 tons burthen, and worth $24,000 when new, pays for each passage through the locks sixty cents per ton, or $180, and supposing the number of trips to be thirty in a year, the tolls will amount annually to $5,400, which is over 22 per cent on its cost, and in five years, the full term of life of a western steamboat, will have exceeded the first cost of the boat.

The capital invested in steamboats in the west, we have shown to be $7,200,000, which must be re-produced every five years, as that is the term of existence of a boat, and if this capital be subject to 22 per cent. tolls, and 18 per cent. insurance, those boats which pass the canal, will in five years, pay double the amount of their cost in toll and insurance. In other words, a steamboat engaged in the regular trade between St. Louis and the upper Ohio, which cost $25,000 when new, must earn $75,000 to pay her cost, insurance and tolls, over and above her ordinary expenses, before she can begin to make profit for her owners.

While our trade is burthened by this enormous tax, we have shown that, for the use of an insufficient and badly managed canal, the stockholders are reaping the golden harvest of 18 per cent. annual interest upon their investment, besides a surplus for the creation of new stock. We show too, that the government of the United States is a partner, in the gains of this usurious interest, and has already withdrawn in divi-

dends something like $56,000 over the amount of its original subscription.

We ask the removal of the grievance, in such mode as the wisdom of Congress may devise: either by purchasing the interest of the private stockholders in this canal, making it free, and keeping it in repair at the public expense, or by constructing a new canal on the opposite side of the river. Three routes for a canal on the Indiana side of the river have been surveyed, either of which is sufficiently practicable, and all of them affording facilities for a better passage than the one in existence. Should the trade of the Ohio continue to increase, in the same proportion in which it has increased in past years, it will afford full employment for two such canals, and there will be a necessity for one on each shore of the river.

It has been suggested that this improvement might be effected by excavating a channel through the falls. The practicability of this plan, has not been demonstrated, and even if a safe passage of the falls could be produced by cutting through the rock, we should deprecate the attempt. The natural dam formed by this ledge of rock, being removed, a series of rapids or bars in the channel above would probably be produced, which would greatly injure the navigation.

The bars in the Ohio may be classed, 1st, into those formed of hard and apparently permanent gravel; 2nd, shifting or loose gravel; and 3d, shifting sandbars. These bars have been minutely surveyed, on several occasions by officers of the United States, whose reports furnish all the information which may be desirable in regard to them, and preclude the necessity of any detailed description in this memorial. It may be remarked however, that while these bars, present serious obstacles to navigation in low water, they seem also to serve a valuable purpose in another respect. The Ohio through its whole course, has in general a gentle and equable current. In low water, the river is resolved into a series of ripples or dams, with extensive basins of slack water between them, varying in depth from two to five fathoms. It would seem as if Nature had formed these bars or dams, for the purpose of collecting the water above them, and thus forming a succession of navigable pools. Following this indication, it would seem desirable, not to remove

them, which is perhaps impracticable, but to pass them by some form of artificial channel, which would not greatly change the depth of the water above. Experiments having this object in view, have already been made under the patronage of the government, by constructing wing dams from each side of the river, so as to confine the current within narrow banks, and to give it a sufficient volume of water to wash a current for itself. A work of this character was constructed about eighteen years ago, by Colonel Long of the Topographical Engineers, at Henderson bar, 200 miles below Louisville; and similar dams have since been constructed, at French Island, Three mile Island, Scuffletown bar, and the Three Sisters. These were among the shoalest and most difficult places in the Ohio, and they have been greatly improved. We have little doubt that this mode of improvement, when prosecuted upon a scale consistent with the importance of the object, and the liberality of a great Nation, and reduced to system by a careful attention to the results of experiment and observation, will be found successful, to a considerable extent. It is supposed that it may prove abortive in some cases, from a tendency of the sand when washed from one place, to deposite itself in another immediately below, and thus form a new obstruction. This might occur in some, but certainly would not in all instances; and if the original obstruction can be removed by art, the new creation may also be removed by the same, or some other means. It may also be suggested, that many of these bars, supposed to be the most difficult to affect by permanent artificial improvement, are composed of shifting sand, through which channels are easily cut, which would remain open during the season of low water, but would be filled up with the same species of loose sand, during the floods of the winter. It may be worthy of experiment, whether at such places, channels might not be opened annually, and kept open during the season, at an expense, trifling when compared with the value of the service. Small vessels, propelled by steam, and supplied with machinery for scooping out the sand, would open channels sufficiently deep for the smaller class of steam boats, with great facility, and they might run from bar to bar through

the season of low water, without incuring any formidable expenditure.

The river Ohio, though not obnoxious to the full force of the sarcasm of the distinguished Virginian who described it as frozen one half of the year, and dried up during the remainder, is subject to vicissitudes, which seriously affect the navigation, and demand the national attention, from the double consideration of the magnitude of the evil, and the vastness of the means required for its correction. If the work can be done at all, in a manner worthy of the energies of a great people, and permanently advantageous, it must be done by the National government.

When the waters are low during the summer and autumn, this majestic river dwindles to a small stream, and becomes comparatively useless. Among the hills of Pennsylvania and Virginia, it is seen rippling over bars of gravel and ledges of rock, through which boats of the lightest burthen, with difficulty find a passage. Further down, a series of sand-bars, extending in some places from shore to shore, and in others projecting from the margin of the river far into its bed, render its navigation almost impracticable. Steamboats constucted for the purpose, and navigated by skilful pilots, ply at this season with difficulty. Many are grounded upon the bars, from which perilous situation, some are relieved by great labor, attended with serious delay and expense, while others remain exposed to the elements during the remainder of the season, and are either lost or seriously injured. The larger boats are wholly useless during this part of the year; and of the hundreds of noble vessels that are actively plying at other seasons, freighted with rich cargoes, the greater portion are now idle.

As a general rule the water is lowest during the months of July, August and September, but the autumnal months are frequently dry, and in that case, the river remains low until the winter. We call attention to this fact, as showing the long period during which this valuable navigation is destroyed, or so impeded as to be attended with great expense and risk of loss.

Throughout the winter the frequent changes from cold to moderate weather, produce rains and thaws, which occasion a